

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL, HONGKONG.
THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University men and who will serve together as a Unit.
Training is now being pursued. Applicants wishing to enrol should apply at once to
ROYAL NAVAL DIVISION,
5, 7 and 8, Old Field Street, W.
Gen. Secy: Mr. F. H. H.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

"CAILLE"
PORTABLE MOTORS
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Shipments just to hand with the latest improvements and exclusive features not found in others.
ALEX. ROSS & Co.,
Agents,
Tel. 57. 4, Des Vaux Road.

No. 17,803. 號三零百八千七萬一第 日一十二月四年卯乙 HONGKONG, THURSDAY, JUNE 3RD, 1915. 四拜禮 號三月六年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
June 4th. The English mail, per s.s. MALTA.
TO DEPART.
June 3rd. Straits, Ceylon, Port Said, Marseilles and United Kingdom, at 11 a.m., per s.s. FRODOUR MARU.
June 3rd. Europe via Siberia, at 4 p.m., per s.s. MALTA.
June 5th. Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. ORIENTAL.
June 5th. Europe via Siberia, at 4 p.m., per s.s. CHENAN.
June 8th. Europe via Siberia, at 11 a.m., per s.s. CHIVO MARU.
June 8th. Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco, and United Kingdom via Canada, at 11 a.m., per s.s. CHIVO MARU.
June 8th. Europe via Siberia, at 3 p.m., per s.s. ANHEU.
June 11th. Formosa via Keelung, Shanghai, North China, Japan, via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada, at 1 p.m., per s.s. CHINGO MARU.
June 15th. Formosa via Keelung, Shanghai, North China, Japan, via Moji, Victoria, B.C., Seattle, Washington, and United Kingdom via Canada, at 3 p.m., per s.s. ANI MARU.
N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

NOTIFICATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA COAL, MUTABE, YOSHITANI, NAKAZUTA, SAYO, SHINNEI, AND KAMITAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE—MARUNOUCHI, TOKYO.
BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTABU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, MAGOYA, TSUBUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.
Cable Address for above: "IWASAKI."
Codes: A.I.A.B.C. 5th Ed., Western Union.
AGENTS—
CHINKIANG—Messrs. GRABING & Co.
MANILA—Messrs. MACDONALD & Co.
SINGAPORE—Messrs. BORNHOLD & Co., LTD.
GLASGOW—Messrs. A. R. BROWN, McFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO, Manager.
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540]

PEAK TRAMWAY COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " " 15 " "
10.30 " " 11.00 " " " 15 " "
11.30 " " 12.45 p.m. " " " 15 " "
12.45 p.m. to 1.15 " " " 15 " "
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2.45 " " 3.10 " " " 15 " "
3.10 " " 3.15 " " " 15 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 1.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " " 15 " "
11.30 " " 12.00 noon " " " 15 " "
12.00 noon to 1.00 p.m. " " " 15 " "
1.00 p.m. to 5.00 " " " 15 " "
5.00 " " 6.00 " " " 15 " "
6.00 " " 7.00 " " " 15 " "
7.00 " " 8.10 " " " 15 " "
NIGHT CARS on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [1467]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contradict Condensers, Stone's Manganese, Bronze Castings, Parsons' Steam Turbines and Turbo-Alternators, &c., &c.
NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
DOCK No. 1. DOCK No. 2. DOCK No. 3.
Length on Keel Blocks ... 510 feet ... 320 feet ... 714 feet.
Width of Entrance on bottom ... 53 " ... 53 " ... 34 " "
Water on Blocks at Spring Tide ... 26 " ... 24 " ... 34 " "
PATENT SLIP.—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.
KOBE.
TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 480 feet ... 550 feet.
Max. Breadth of Ship taken in ... 66 " ... 68 " "
Max. Draft of Ship taken in ... 23 " ... 23 " "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.
HIKOSHIMA (Near Shimonoseki).
TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.
GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 58 " 0 " "
Depth of Water on Blocks at Spring Tide ... 25 " 7 " "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [666]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes or
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG.
TELEPHONE NO. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [144]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.
THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.
Time-Table from May 1st, 1915, until Further Notice.
Owing to the War the THIRICE WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberia Express Trains and with Dairen-Suifu (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Connecting at Harbin with the Trans-Siberian Service to Petrograd.				Connecting at Harbin with the Trans-Siberian Service from Petrograd.			
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BERLIN IN WAR-TIME.

A BLIND CONFIDENCE.

[BY A NEUTRAL CORRESPONDENT.]

The first questions you are asked after your arrival in Berlin are: "Well, doesn't this look different from what you expected to find? Are you not surprised to see everything in such perfect order, so absolutely normal?"

At first you may be inclined to agree; and if you left Berlin after, say, a week's stay, or if you should happen not to be able to speak the language, you would carry away with you a totally wrong idea of what the conditions really are. First impressions have lost all significance in Germany. The whole nation is so knit-up with the one institution for which they work and live—the army—that whatever sacrifices, whatever changes are demanded are carried out naturally, systematically, like the changing of the gear of a motor-car. Life, to the outward observation, seems to continue much the same. I forget who it was that said, "The army is not for Germany, but Germany is for the army." That hits the nail on the head; one sees the proof of it to-day. Amongst the people of the lower and middle classes the confidence in the strength of their army and the ability of its leaders is absolute. And war has lashed their feelings towards the Kaiser into a state of unreasoning fanaticism.

The German—perhaps I should say the Prussian—is a hard psychological nut to crack. When you are alone with him he is by no means aggressive; in fact, he impresses you as rather the contrary; he seems simple, truthful as far as his knowledge goes. But at the moment he forms part of an organization; however small—a gathering of perhaps four or five compatriots—his whole demeanour, his entire character, changes. Then it is "Deutschland, Deutschland über Alles!" Collectively, they are all—men, women, and children—certain of victory. Individually, i.e., among the educated classes, and if you have been able to make it clear that what Americans call "hot air" is unacceptable currency—the German will admit that perhaps the landing of a German army corps or two in Great Britain might, owing to unforeseen difficulties, have to be temporarily postponed; "but," he will invariably add, "they can never throw us out of Belgium. And with the present swift development of aircraft England is becoming less and less an island."

HINDENBURG THE DELIVERER.

Another argument used in demonstrating that Germany cannot lose is: We have one-seventh of France—the best part—and practically all of Belgium. What more do we need? We can sit tight there. Every yard of ground is strongly fortified, stronger than it ever was before. Let the Allies try to turn us out! They cannot do it.

Hindenburg is a demi-god in Germany to-day. He is hailed as the deliverer of East Prussia, and every man has the fullest confidence in his genius and his ability to cope with the Russians. It is believed in usually well-informed quarters that the Russian offensive against Germany is practically broken. Many are clamouring for Hindenburg to be sent to the West, that the position there may be improved by the employment of the real "Hindenburg tactics."

Most people believe that Russia will soon be ready for peace. Russia eliminated, the two other Allies will be dealt with finally. These ideas are not, as you might think, those of the "Stammisch" (club-table) strategist, but of serious-minded Germans, who follow events from day to day with the greatest care.

All eyes are directed towards the West. "The hated English must be held in check at any cost." There is not a General Staff officer who does not admit that Germany has greatly underrated the strength and efficiency of the British Army—he usually goes on to insist that she has overrated the strength of the British Navy.

THE GERMAN GOLD FAILURE.

One of the curious points in the monetary position in Germany, says *The Times*, though it does not seem to be appreciated correctly by most of the commentators who have recorded week by week the increases in the Reichsbank's stock of gold, is the complete failure to reach anything like the amount of gold which was confidently expected a few months ago. On April 15th the return of the Reichsbank showed a holding of under 118 millions, as against 250 millions in notes; whereas on December 24 its return showed 104 millions, as against 221 millions in notes. In view of the desperate efforts made to obtain gold from every quarter, by hook or by crook, this increase of only 14 millions is remarkably small. But it is even smaller than it looks, for in December, as we pointed out at the time, the German Press—and notably the *Frankfurter Zeitung*—was calculating with confidence on the Reichsbank being able to draw in at least 50 millions from circulation, and we fully anticipated then that its holding would rise to 160 millions. Further, we have every reason to believe that the Reichsbank has taken gold from the Austro-Hungarian Bank, which held over 50 millions before the war and has made no return since. No doubt a certain amount of gold has been allowed to go abroad, but probably not more than about 15 millions. Among the highest banking authorities in London considerable scepticism exists as to the accuracy of the Reichsbank returns, about which German vanity is thought to be no more likely than on other subjects; but the Reichsbank would hardly understate its actual gold stock, and its failure is all the more remarkable.

RUSSIA STRONGER THAN EVER.

FAILURE OF GERMANS IN POLAND.

AN UP-TO-DATE ARMY.

[FROM "THE TIMES" SPECIAL CORRESPONDENT WITH THE RUSSIAN FORCES.]

WARSAW, April 23rd. There is an optimism prevailing here such as has not been seen since the retirement of the Germans in October. It is engendered by the full existing on this front, and the general realization, even among the common soldiers, that the great Hindenburg movement, which was generally believed to be the greatest effort possible for the Germans to make on this front, has been an utter failure at all points. From conversations with an expert constantly on this front, I am inclined to accept as approximately correct the statement that the Germans in the total movement which began on the Bzura last January and early in February and terminated in the Suwalki zone, lost 200,000 men. It is estimated that of these fully 100,000 were lost in the terrific demonstration on the Warsaw front, and the balance in East Prussia and the subsequent operations. Estimates of the Russian losses in East Prussia, compiled since the shattered formations were reinforced by stragglers drifting in, place these as low as 25,000.

The general lesson should be understood in the West as it has been in Russia and Poland—namely, that Russian retirements before suddenly massed German advances at given points have little far-reaching significance, as the enemy gains are almost invariably made up a few weeks later by Russian resiliency. It is believed here that, in their heart of hearts, the Germans know that they are already on the defensive, even if the aspect of military operations would suggest a different view.

RUSSIANS EAGER FOR BATTLE.

The condition of the Russians on this front has never been so good in every respect. Their morale is the highest I have personally seen since the war started, and they are eagerly waiting for fresh activities. The troops are high-spirited and confident of surging forward with an ardour to engage the enemy which is almost incredible when one considers that the war is in its ninth month. Every branch of the Russian Service seems to have improved steadily since August, and I am in a position to know, and to state without reservation, that on all this front Russia to-day is infinitely stronger in all respects than she has been at any time since the war began. In spite of the coming of spring and warm weather, the health of the Army has improved materially, and the sanitary conditions are far better than they were earlier. The authorities are proving themselves quick to adopt modern methods in everything, and within the past month a general clean-up and improvement of conditions has been enforced on this entire front. Probably it is safe to assert that the soldiers here are as confident of ultimate victory as the Germans were at the beginning of the campaign, though this statement is naturally not capable of proof.

All reports, on the other hand, indicate that the German zenith of power on this front was reached by the Hindenburg movement, and Warsaw is filled with rumours of the extremely unfavourable conditions in the German lines. It is stated that rations have been reduced to 12lb. of bread daily; no fresh meat is given, and premiums are offered to soldiers who make their rations extend over one day. Authorities who are worthy of credit report that small batches of six and eight Germans are giving themselves up to the Russians, pleading bad food and a discouraging outlook. Such statements, which should be taken *cum grano salis*, are mainly significant as circulating here for the first time. While the Germans are bitterly disappointed and disillusioned by their failure to secure any results on this front, they are still prepared to offer a stubborn, courageous, and efficient resistance which must not be minimized. The constantly unfavourable conditions of the Austrians are undoubtedly draining the German troops on this front, and there is a growing feeling of apprehension in Germany on this account, as all the Germans sent to Austria are now regarded as dead and a permanent loss to this front. Warsaw is nearer to normal conditions than at any time since I first visited it.

Humanitarians will be interested to know what is being done by the Russian authorities in their hospitals to prevent wounded soldiers from becoming a charge on their families as cripples. Hundreds of expensive artificial limbs costing £10 each are being issued to all limbed soldiers, while even private soldiers are receiving the most up-to-date treatment regardless of expense. Cases are common where they are receiving at Government expense solid gold for the repair of a broken jaw and other material for making good shattered parts of bone.

INTERNED GERMAN SHIPS AT MANILA.

Plans are being made, says a Manila contemporary, to transfer the sixteen German steamers interned and now lying off Malaga beach to a safer anchorage as to give them protection from the storms that are to be expected with the approaching typhoon season. Unless other arrangements are made they will be towed over to Cavite, where they will be under the protection of the naval authorities.

These ships have discharged the most of their crews and in the event of a storm would not be in a position to weather the bad weather, as they would have to have steam up to keep themselves from being carried ashore by the strong tides, or blown on to the breakwater. The ships that will be transferred will be the *Sachsen*, *Andalusia*, *Suevia*, *Camille Rickmers*, *Coblentz*, *Rajah*, *Elmhörn*, *Carl Dietrichsen*, *Bochum*, *Kong Tjong*, *Lyeemoon*, *Sambha*, *Mark Fabingen*, *Johanne* and *Erdingen*.

THE SHIPPING BOOM IN THE FAR EAST.

We take the following items from the *Manchurian Daily News*, published at Dairen (Dai-ly).

SUB-CHARTER IN CHARTER MARKET.

The recent animation in the charter money market of Japan is the liveliest known during the past ten years. The highest charter rate for the present year was ¥ 35,000 per month for the str. *Heikoku Maru*, 5,109 tons gross (owned by the South Manchuria S.S. Co., Dairen), and the lowest ¥ 5,500 per month for the str. *Kinko Maru*, 2,505 tons. The str. *Yasukuni Maru*, 5,115 tons, owned by the above Company, which was taken up on time-charter by Messrs. Suzuki & Co., Kobe, at ¥ 13,300 per month, has been sub-chartered by a foreigner at ¥ 20,000. The M.B.K. has also cleared a large profit by sub-chartering the str. *Shimpo Maru*, 4,632 tons (chartered last April by the Company only at ¥ 4,000) to a foreign merchant at ¥ 20,000 per month. The str. *Akoko Maru*, 3,332 tons, chartered by the Yamauchi S.S. Co., Kobe, has also been sub-chartered by the Hokkaido Colliery Steamship Co. at ¥ 11,500 per month, which amount gives the first charterers a snug sum of ¥ 4,000 per month for a margin of profit.

JAPANESE VESSELS FOR HONG KONG SERVICE.

A demand for Japanese vessels at Hong Kong markets till continues brisk. In addition to half a dozen of Japanese vessels recently chartered in that direction, the str. *Nichiren Maru*, 3,000 tons, owned by Mr. K. Umi, of Dairen, has just found a new charterer at ¥ 14,000 per month for one year.

At the same time, Kyushu coal between Moji and Hongkong has been contracted to be transported by the steamer at ¥ 3.15 per ton, which means an increase of ¥ 1.05 per ton quoted last winter.

JAPAN-AUSTRALIAN SERVICE.

The steamer freight for cargo-boats on Australian service have markedly risen of late.

The str. *Totomi Maru*, which left Japan recently for Sydney, Melbourne, etc., carried on board matches and cats at the rates of 30 shillings and 60 shillings per ton respectively, which meant an increase of about 20.50 per cent. over the liner rates.

This flight of rates is partly due to the dearth of available cargo-boats and partly to the difficulty of scraping up return cargoes.

N.Y.K. EUROPEAN FREIGHTS FOR AUXILIARY CARGO-BOATS.

The Nippon Yusen Kaisha has notified the shippers of the revised Japan-Europe freights for its auxiliary cargo-boats, taking effect from the str. *Tokuyama Maru*, which is expected to leave Kobe early in June.

The comparison of the Company's liner rates now in operation with the revised freights follows:—

	Revised rate.	Liner rates.
Fish oil	50 shillings	32 s. 6 d.
Rapeseed oil	50 "	36 s.
Bean oil	50 "	36 s.
Flour	55 "	38 s.
Lined	75 "	31 s. 6 d.
Barley	80 "	40 s.
Lumber	65 "	44 s.
Beans	80 "	50 s.
Oats	80 "	50 s.
Wheat	80 "	40 s.

The above rates are considered, however, by Japanese shippers as extortionate, and some shippers have opened negotiations with the N.Y.K. for the reduction of the same, if possible, to the following scale:—

	To
Beans	63 shillings
Peas (Green)	60 "
Flour	45 "
Fish oil	40 "
Vegetable oil	45 "
Rice	40 "
Lumber	55 "
Lined	60 "

They further hoped that the Company's auxiliary vessels would regularly call at Marseilles, Liverpool, and Glasgow.

MORE VESSELS CHARTERED.

A demand for Japanese cargo-boats is heard from Hongkong. As reported previously, the *Nishio Maru* and *Kanagata Maru* have been chartered by Hongkong merchants.

The following vessels have just found new charterers:—

Steamer	Gross Tonnage
<i>Shoka</i>	2,022
<i>Chieun</i>	1,781
<i>Tanachina</i>	1,593
<i>Enryu 2</i>	3,131
<i>Kankon II</i>	3,321
<i>Takatori</i>	1,565
<i>Akebou</i>	2,550
<i>Ryoto</i>	2,521
<i>Kankon 5</i>	2,916

CHARTER MARKET.

There are only a few vessels now left available for charter in the shipping circles of Japan.

In consequence, re-charter and day-charter of vessels are the order of the day, the day-charter rate being ¥ 600-650 per day for a vessel of 3,000 tons class.

Quite a fleet of lumber vessels have been chartered for a single trip from Hokkaido to Newchwang, Dairen, Shanghai, etc., running 10-12 days. The O.S.K. str. *Yoshio Maru* has been chartered at ¥ 12,000 for one round trip between Hokkaido and Osaka for carrying lumber. The following vessels have been time-chartered:—

Str.	Charter Money
<i>Kumagata</i>	1,850 Y. 10,000 One year
<i>Komagata</i>	4,140 " 9 s. per Six months
	means ton (between Australia and Japan)
<i>Europa 2</i>	5,750 Y. 23,800 Australian service
<i>Shigenoura</i>	2,000 Y. 5,200 To March, 1916
<i>Kenton 5</i>	4,750 11 s. per From May to Dec. 1915
<i>Togo</i>	3,650 Y. 9,000 Six months from next June
<i>Hudson</i>	6,150 10 s. 6d. One round trip between Japan and America

SHIPBUILDING BOOM IN JAPAN.

The shipbuilding industry of Japan is booming in Japan. More than a dozen vessels have been contracted to be built since last reported.

The total number of vessels so far ordered from various shipbuilding yards of Japan is put at 43 with aggregate gross tonnage of 185,000. We may reiterate below the respective number of vessels now under construction or to be constructed at Japanese yards:—

MITSUBISHI SHIPBUILDING YARD, NAGASAKI.	To the order of
7,200	4 N.Y.K. (3) Suzuki & Co. (1).
7,300	2 N.Y.K.
1,800	1 Mitsubishi G. K.
5,300	2 Tatsuno & Co.
7,300	3 N.Y.K.
4,000	2 O.S.K.
3,000	1 N.Y.K.
1,700	1 Mitsubishi G. K.
2,300	6 O.S.K.
5,000	1 M.B.K.
3,200	12 Tatsuno (3), M.B.K. (2), and ten others (each 1).
1,100	1 Chongkoo Co.
2,200	4 Hokkaido Colliery S.S. Co. (1) and three others (each 1).
2,000	1 Matsuda (Hokkaido).
1,100	1 Unknown.

Moreover, the M.B.K. is contemplating to build two more cargo-boats of 5,000 tons class shortly. However, minor ship-owners and companies hesitate to order new vessels built, owing to a rise of the cost consequent upon dearth of shipbuilding materials, which are chiefly imported from Great Britain.

SOUNDING THE DEPTHS OF SPACE.

MEASURING THE DISTANCES OF THE STARS.

Mr. Henry Norris Russell, Professor of Astronomy, Princeton University, writes:—The most conspicuous movements at the moment among American astronomers is a great increase in activity in the measurement of the distances of the stars. Ten years ago only two observatories, with relatively modest equipment, were working at this problem. Now it occupies two-thirds of the time of the great Yerkes telescope and about as large a part of that of half the other large telescopes in the country. The distances of perhaps two hundred of the nearer stars have already been measured with more or less accuracy. At the present rate, the number will be raised to a thousand within a decade.

What does the astronomer mean by the "nearer" stars? The answer emphasizes, as nothing else can, the appalling emptiness of the ocean of space which surrounds us. If we should attempt to make a map—or rather a model—of the positions of the nearer stars, on such a scale that the earth was one inch from the sun, the sun would be represented by a small grain of sand, 1-110 of an inch in diameter, while the earth would be a hundred times smaller, and hardly bigger than a microbe. The stars, too, would appear as grains of sand, some as small as the sun, some larger, and a few as big as good-sized shot; and they would be scattered, through utterly empty space, so sparsely that the distance from any one to its nearest neighbour would average about five miles. To describe such vast distances we need a new unit of measurement, and a convenient one is the distance which light, advancing steadily at the rate of 186,000 miles every second, traverses in a year. Such a "light year" is almost exactly represented by one mile on the scale of our model.

Stars within thirty light years of the sun are now regarded as our very near neighbours. Greater distances, up to a hundred light years or so, can be measured with tolerable accuracy by direct observation. But the majority even of the brighter stars are certainly far beyond this limit. We can estimate their average distance by means of their apparent drift across the heavens, which arises from the actual motion of our system in the opposite direction, and it is found that almost half of the stars visible to the naked eye are more than 400 light years distant, while the majority of the telescopic stars of the tenth magnitude are over a thousand light years from us, and some of them are three or four times as remote. There is clear evidence that at these great distances the stars are more thinly sown in space, being two or three times as far apart as in the region near the sun.

To sound the depths of space still further, yet another method is being employed. Certain stars which vary in brightness, owing to eclipses by fainter attendants, and others whose light undergoes regular variations of short period, have been sufficiently studied to make it possible to estimate fairly well their real brightness, which in some instances is hundreds of times that of the sun. By comparing this with their apparent brightness in the sky, their distances may be derived. Studies by Hertzsprung of Potsdam and by the writer agree in showing that, in the plane of the Milky Way, the stars extend in all directions to a distance of at least eight or ten thousand light-years, unless indeed space is imperfectly transparent, and the faintness of these remote stars does not arise from their distance alone. At right angles to this plane, towards the regions of the sky which seem to us to be much poorer in stars, things are otherwise. The stars seem to thin out considerably at 500 light years, and none are found more than 1600 light years from the central plane, which passes about 100 light years south of the sun.

We may, therefore, conceive of our stellar system as a vast flattened layer of stars, with no sharp boundaries, but some two or three thousand light years thick and fifteen thousand or more in diameter—for in this direction no investigation seems yet to have reached its limit. Beyond lies empty space, peopled perhaps by other systems remote from our own. Indeed, Hertzsprung estimates that the smaller Magellanic Cloud—an isolated patch of star dust in the southern heavens—is at a distance of thirty thousand light years. Possibly other remote galaxies may be visible to us among the still mysterious spiral nebulae. The great star cloud of which our sun is an inconspicuous member would be visible—if space is clear—as a conspicuous nebula, to eyes like ours, a million light years away. But there is no one who dares say as yet that anything visible in our heavens is so far away, or even ten times less remote.

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ESTIMATES FURNISHED.

10A, DES VCEUX ROAD, HONGKONG.

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

[602]

ON SALE

HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1915.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

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of or preceding the departure of the

English Mails; also Table of the

Yearly Approximate Average

for 36 years.

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NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE SECOND GYMKHANA MEETING of the Season will be held at HAPPY VALLEY on SATURDAY, the 6th June, 1915, commencing at 3.30 P.M.
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, 2nd June, 1915. [625]

WANTED.

A EUROPEAN SECOND ENGINEER for H.M. Tug "ATLAS." Rate of pay \$7.00 per day for seven days per week.
Apply to Engineer Commander W. W. REED, Chief Engineer, H.M. Dockyard.
Hongkong, 3rd June, 1915. [626]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.
NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transference of Public Business TO-DAY (THURSDAY), the 3rd June.
By Order, A. R. LOWE, Secretary.
Hongkong, 2nd June, 1915. [627]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.
NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transference of Public Business TO-DAY (THURSDAY), the 3rd June.
By Order, A. R. LOWE, Secretary.
Hongkong, 2nd June, 1915. [628]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the HONGKONG Jockey Club, on THURSDAY, 3rd day of June, 1915, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1914.
The REGISTER of SHARES of the Company will be CLOSED on MONDAY, the 31st May, to FRIDAY, the 4th June, 1915, both days inclusive, during which period no both days inclusive, during which period no Transfer of Shares can be Registered.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 25th May, 1915. [604]

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 18th February, 1915. [399]

CHEAP SALE FOR 15 DAYS ONLY.

THE Undersigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following:—Japanese Silk, Satin, Taffeta, English Satin, Uab-lan, Sunshades, Towels, Velvet, Velveteen and S. wares.
H. M. PTOOLA & Co., 13 and 15, D'Aguiar Street.
Hongkong, 1st June, 1915. [614]

FOR SALE.

ALL kinds of FOREIGN POSTAGE STAMPS, ALBUMS, and other PHILATELIC GOODS, at Prices to suit any Buyer.
GRACA & CO., 11, Caine Road, No. 11A.
Hongkong, 1st April, 1915. [468]

NEW CARTRIDGES.

Popular English Manufacturers in all Bore and Size.
SMOKELSS POWDER and CHILLET SAOT. From No. 10 to SSG. at \$6, 67 and 75.5 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co., Hongkong, 4th February, 1914. [568]

A JING & CO.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging. Canton articles in Various Shades.
Pr. 2/6 to 12/6.
Hongkong, 4th February, 1915. [516]

HOUSES TO LET

TO LET.
FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.
Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 1st June, 1915. [615]

TO LET.
2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwelling.
Apply within, Hongkong, 1st June, 1915. [616]

TO LET.
BRITISH CONGESSION, SHAMEEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation and July. Inspection invited.
Apply—T. E. GRIFFITH, Ltd., Canton, 28th May, 1915. [611]

TO LET.
OFFICES in ALEXANDRA BUILDINGS.
Apply—SECRETARY, A. S. WATSON & Co., Ltd., Hongkong, 25th May, 1915. [60]

TO LET.
HOUSES in "TORRES BUILDINGS" and "ROSE TERRACE," Kowloon.
Apply to—SPANISH DOMINICAN PROCURATION, Hongkong, 15th May, 1915. [601]

TO LET.
A HOUSE at Observatory Villas, Kowloon.
Apply to—ARRATTON V. APCAR & Co., Hongkong, 16th March, 1915. [398]

TO LET—AT THE PEAK.
NO. 2, STEWART TERRACE, Kowloon.
Furnished and newly done up.
Apply—H. E. POLLOCK, Prince's Building, Hongkong, 20th January, 1915. [53]

TO LET.
A HOUSE in Knutsford Terrace, Kowloon.
Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st March, 1915. [45]

TO LET.
"WINDSOR LODGE," Kimberley Road, Kowloon, 6-Roomed House with Tennis Court.
"PENYHREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 18th May, 1915. [580]

TO LET.
HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT"
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc., THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st April, 1915. [38]

TO LET.
OFFICES in St. George's Building, Second Floor, overlooking Harbour.
Immediate possession.
Apply to—SHEWAN, TOMES & Co., Hongkong, 3rd December, 1914. [39]

TO LET.
THE GROUND FLOOR of No. 6, DES VUEUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 10th February, 1915. [272]

QUEEN'S BUILDING.
TO LET the South West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 2, Lee Home Street.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st March, 1915. [35]

INTIMATION

stands for Excellent, and anyone who drinks our E. PORT. E. SHERRY. E. WHISKY or E. BRANDY can be in no doubt that the letter E signifies excellence of a high order and good value for money. By buying in bulk from the very best firms, and bottling ourselves, we are able to give our customers better value for money than we could by importing the same thing by the case. There is an old saying "Wines mature in bottle, Spirits in cask." That is the *raison d'être* of our magnificent wine vaults, which challenge comparison with anything of the kind not only in Hongkong but the Far East. There our wines are bottled off soon after they arrive, but our spirits, except for a small stock to meet daily requirements, are kept in wood. That is why our spirits improve in quality, and spirits imported in case do not. Our customers get the benefit of that increment in value, as we charge nothing for it. We cordially invite our customers to pay a visit of inspection to our wine vaults, and satisfy themselves that the above is no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS. [13]

BIRTH.
CARPENTER.—At Kirtlington, Oxfordshire, to Mr. and Mrs. E. W. CARPENTER, a son. (By cable). 627

HONGKONG OFFICE: 10A, DES VUEUX ROAD C. LONDON OFFICE: 121, FINE STREET, E.C.

The Daily Press.

HONGKONG, JUNE 3RD, 1915.

THE CURRENCY OF THE COLONY.

It was made very evident in the little symposium of views on the question of a fixed standard of currency for Hongkong which we published last week that the opinion generally prevails that, however greatly we may all wish for a stable currency, we cannot move in the matter apart from China. Of all the business men whose views on the subject were canvassed, Mr. Ho Tung stood alone in the belief that a fixed dollar for Hongkong is a perfectly feasible idea and would assist, rather than destroy, the Colony's prosperity. We must confess to some astonishment that so many of our leading business men are so profoundly obsessed with the idea that for Hongkong to possess a currency different from that of China would be disastrous to the trade and prosperity of the Colony. Mr. Ho Tung, in the interview with him published in the *Daily Press* of Monday last, recalled that similar views widely prevailed when the idea of excluding Chinese subsidiary coin from this Colony was first mooted with the object of rehabilitating the Colony's own coinage. This reference struck us as being very pertinent to the subject under discussion, and we should like to recall to the recollection of the community a few more facts in connection with the subsidiary coinage agitation. It will be remembered by many readers that the depreciation of the Colony's subsidiary coinage was a question which received much attention during the Governorship of Sir MATTHEW NATHAN. There were Committees of investigation, and much official correspondence on the subject.

Sir MATTHEW NATHAN came to the conclusion that the only way in which the Hongkong subsidiary coinage could be rehabilitated was by the general public following the example of the Government offices in refusing to accept Chinese coins. "That the Chinese coinage should be made illegal and abolished is not practicable," he informed the SECRETARY OF STATE. "To make it punishable by law to possess such coin or to offer or accept payments in them would fill the galls of the Colony and at the same time would deal a serious, if not mortal, blow to the large traffic and petty trade which goes on between Hongkong and Canton. As your lordship daily come and go between the two places. For currency purposes Hongkong is, and must remain, an integral portion of the Chinese Empire, and it is no more possible to exclude Chinese subsidiary coin from the Colony than it is to exclude dollars and establish a gold currency there." Yet what has happened? A little more than twelve months ago—that is to say, within six months after this oracular pronouncement was made—the Government by legislation cleared the Colony entirely of foreign coins. A short period was allowed to elapse between the passing of the Ordinance and its coming into operation, so that the Chinese might prepare themselves for the change, and when at last it came into force we found the Chinese perfectly ready to obey it. So far from the galls of the Colony being filled by offenders against this law, we are not aware that a single prosecution has been necessary, nor can it be said that this new currency law has dealt a "mortal" or even a "serious" blow to the large traffic and petty trade which goes on between Hongkong and Canton. We think it can quite safely be asserted that it has not made the smallest difference. Does not this one fact in itself very strongly suggest that the difficulties in the way of the adoption of a fixed dollar for Hongkong are greatly exaggerated? The object in view in excluding foreign subsidiary coin from the Colony is to rehabilitate the Hongkong coins and maintain them at a fixed value in relation to the dollar. In principle there is not a long step between a colonial subsidiary coinage of fixed value (while Chinese subsidiary coins continue to fluctuate in value) and a colonial dollar of fixed value. Experience goes to show that the Chinese would readily adapt themselves to the situation. Even when the provincial currency notes of Kwangtung a year or two ago stood at something like 40 per cent. below the value of the Hongkong bank note and the silver dollar, Hongkong's trade suffered no mortal blow because Hongkong notes were not depreciated to the same level. We believe with Mr. Ho Tung that this fear of striking a serious or mortal blow at the trade of the Colony by the adoption of a fixed dollar for Hongkong is a mere bogey. The real difficulty that now stands in the way of a change of currency, we imagine, is the necessity for a loan for the purpose, and in these days when the war is making such heavy demands on the financial resources of the Empire a question of that character would have very little chance of sympathetic consideration.

THE KING'S BIRTHDAY.

To-day is the birthday of H.M. King George V, who reaches the fiftieth year of his age. His Majesty some weeks ago made known his wish that flags should be flown on this occasion but that no dinners, reviews, salutes or other celebration should take place. In accordance with a local ordinance the day in Hongkong is a Bank Holiday, but apart from this there is no celebration of the occasion. Nevertheless, this is a year in which every loyal British subject will think of the King on his birthday and more fervently than ever wish long life to His Majesty, and pray God to

Send him victorious, Happy and Glorious, Long to reign over us.

A mail for Europe via Siberia closes to-morrow at 4 p.m.

The fortnightly whist drive of the R.N. Dockyard Recreation Club was held in the Chaplain's room in the Yard last evening. There was a large attendance, and the usual 24 hands were played. The prizes were distributed by Mr. Bearne to the following winners:—Ladies—1. Mrs. Wall; 2. Mrs. Cochrane; 3. Mrs. Edwards. Gents—1. Mr. McKennie; 2. Mr. Puckett; 3. Mr. Gast. The hidden number prizes were awarded to Mrs. Stonyer and Mr. Windebank (the Hon. Secretary). The next drive takes place on the 16th June.

AMONG THE FLOWERS—AND FROGS.

A YEAR IN THE BOTANICAL GARDENS.

Generally speaking the beautiful inhabitants of the Botanical Garden had quite a good time last year, and the annual report of the Botanical and Forestry Department, though it looks quite a dry, technical affair, contains a lot of interesting items of the year's work among the flowers and foliage. No cruel typhoons came to ruthlessly crush the creations of nature which, favoured with plenty of sunshine, were able to blossom forth in all their glory. But what interests a novice more than anything else in the annual reports on the gardens are the stupendous names with which quite dainty little flowers are burdened. The writer, being a most ignorant admirer of flowers, would hesitate before accepting an invitation to see a *Bougainvillea spectabilis*, for instance, or a *Lagerstroemia indica*. The latter savours so much of a country which has lost our love and respect that it would possess real terrors. Yet they are only lovely flowers like our dainty mauve friend in St. John's Square, the *Bauhinia Blakeneyi*. For some reason or other the *Poinciana regia* and the *Paulownia Fortunei* refused to flower—probably due to fear of war or typhoons. The *Poinsettias* risked everything and made a gorgeous show.

But even flowers have their own little wars worn, it would seem. The report notes that the Nun Lilies, poor delicate inoffensive orchids, by the way, were brutally attacked by a fungus with most disastrous results to their general decorative appearance. *Amaryllis*, not the one at the fair, but very beautiful all the same, not only made a splendid show, but was responsible for a quantity of seed from which "a stock of young plants has been raised." The lovely mauve tinted *Bauhinia Blakeneyi*, however, easily led the way among the flowers, for the report says that this is still the best winter-flowering tree in the Colony, and during the year no less than sixty layers were taken from the trees in the Gardens, and these are now beautifying different parts of Hongkong and the New Territories.

Yet another little war. The young and innocent *Cassia Fistula* trees in the Old Garden were attacked by a green caterpillar. The brute's ancestry was traced and it was found to hail from the butterfly *Catopilia pomona*. Leaves of violets in pots were missed by the green caterpillar, but had to face attacks by red and black brutes, both of whom hailed from a butterfly; the *Argynnis hyperantus* in this instance. That sounds ferocious and brutal enough, at any rate. Yet this is not the end of the story of these little nature wars. The white ants had a say, and as the result of their depredations a large and handsome *Aruncaria excelsa* was laid low.

WAR AND DELIVERY OF GOODS.

AN INTERESTING SUMMARY COURT JUDGMENT.

In the Summary Court yesterday, Mr. F. A. Hazeldan, Puisne Judge, delivered an interesting judgment in the action in which On Hing, a trader of 162 Wellington Street, claimed from G. Martini, a merchant of King's Building, the sum of \$1,000, for damages for non-delivery of twelve cases of Lania brand, sold to the plaintiff under a contract dated May 21st, 1914.

In the course of his judgment, his Lordship said he found, as a fact, that the goods, which were the subject matter of the action, had not arrived owing to the existence of the war, that owing to the war the following conditions are in existence:—(a), an irregular arrival of wool from Australia; (b), a difficulty in obtaining dyes; (c), a lack of tonnage; (d), Italy, where the goods were to come from, was mobilized and was short of hands; (e), there was a prohibition with respect to the exportation of spun wool from England; (f), there was a prohibition with respect to the exportation of manufactured wool from Italy.

The plaintiff was told of the non-arrival at due date, and also that the goods were being delayed owing to the war, and he said that he would wait with respect of the delivery of the goods. The goods, had never arrived in the Colony, and plaintiff was told that they might arrive at any time. He was of opinion that the case had to be decided having regard to one of the conditions in the contract, which was as follows:—"If cargo does not arrive within the stipulated time, buyer, on notification, has at once to avail himself of the option to prolongate or to cancel the contract." Plaintiff elected to wait, and, that being so, he had to wait until the seller was in a position to supply the goods under the contract. His Lordship said he had obtained from one of the leading English firms in the Colony their form of contract, and the condition in that contract with respect to non-arrival of goods at due date was as follows:—"If goods do not arrive within stipulated time, buyer has no claim on account of non-arrival of the goods, and either party shall be at liberty to rescind the contract, 14 days grace to be allowed." It would be seen that that condition was much more stringent in its terms than the condition of the contract concerned in this case. He was of opinion, that the plaintiff, having elected to wait, must wait until the defendant was in a position to deliver the goods. Judgment was given for the defendant with costs.

THE NATIONAL ANTHEM.

The title of "God Save the King," which the Germans are wrangling about, can be traced back for centuries, and has been credited to many composers, notably, and certainly appropriately—if there is anything in a name—to Dr. John Bull. But the honour of wedding the words and music together and calling them the National anthem is undoubtedly due to Carey, of "Sally in our Alley" fame, who boldly published them both as his own in 1742. And later on his son petitioned for a pension on the strength of his father's authorship.

THE WAR.

AIR RAID ON LONDON.

ANOTHER ZEPPELIN FIASCO.

GERMANY'S SUBMARINE PIRACY.

AMERICA'S STRONG ATTITUDE.

PANIC IN CONSTANTINOPLE.

SUBMARINES STOP DARDANELLES REINFORCEMENTS.

ENEMY'S ATTEMPT TO RE-CAPTURE PRZEMYSL.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

THE ZEPPELIN RAID NEAR LONDON.

NINETY BOMBS DROPPED.

"CASUALTIES SMALL."

London, June 1st.
Bombs were dropped by hostile aircraft in various localities in the metropolitan area, not far distant from each other. No public buildings were injured. Adequate arrangements enabled the situation to be kept thoroughly in hand throughout.

LATER.

The Admiralty statement says a man, woman, boy, and infant were killed in the Zeppelin raid. The casualties were small. Ninety bombs, mostly incendiary, were dropped, but there were only three fires that required the services of the Fire Brigades.

THE GERMAN VERSION.

AMSTERDAM, June 1st.

A Berlin communiqué says that in reprisal for the bomb throwing on Ludwigshafen we threw numerous bombs on the docks and wharves of London.

ANTI-GERMAN RIOTING IN THE EAST END.

LATER.

The air raid resulted in acute anti-German feeling and rioting in the East end of London where German premises were again attacked.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE IN A STATE OF PANIC.

OPINION STRONGLY FAVOURS PEACE.

ATHENS, June 1st.

The latest news from Constantinople shows it to be a city of gloom. There is a strong current of opinion in favour of opening the Straits and negotiating peace.

Additional particulars regarding the British submarine raid show that the panic at Constantinople was fearful. The Turks in the streets shouted "The Russians are coming!" Officers were compelled to draw swords in order to control the troops.

BRITISH SUBMARINE BEFORE CONSTANTINOPLE.

A Paris dispatch says that telegrams from Dodegast stated that a British submarine is now cruising before Constantinople, and the Turkish Military Authorities are compelled to hold up all transports with troops for Gallipoli.

TWO TRANSPORTS SUNK.

ATHENS, June 2nd.

A telegram from Constantinople says that a British submarine in the Sea of Marmora torpedoed two Turkish transports laden with troops for the Dardanelles.

[THROUGH REUTER'S AGENCY.]

TURKS' TERRIBLE PUNISHMENT.

PRISONERS TELL OF SANGUINARY SLAUGHTER.

LONDON, June 2nd.

Turkish prisoners who have arrived at Cairo from Gallipoli affirm that the Ottoman losses have been terribly heavy, whole Regiments being practically annihilated. The casualties among the officers were especially heavy, and great gaps had to be filled by Naval and Military cadets. Men of almost every conceivable military class were found in the same units.

General Liman von Sanders ordered an attack on the British position at Krithia, and the Turks were compelled to attack with the bayonet and empty magazines. They were repeatedly caught by the Allies' flares and searchlights in close formation with shrapnel. They were also terribly punished at point blank ranges by rifle and machine-gun fire. Only 120 could be collected out of a Regiment of 3,000.

The mountain guns of the Allies at other times caught the Turks assembling at night-time. An Arab officer declared that they had lost at least 40,000 when he was captured. A fortnight ago two battalions had attacked one another in the night time, ultimately stampeding, despite the efforts of the officers.

The British machine-guns were particularly deadly, while the Naval guns were also most effective. Many Turks suffered from shock and were dazed or paralysed. Prisoners say they do not know the reason for the war, while others curse the Germans heartily.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE WITH SAILS. DECOYING UNSUSPECTING MERCHANTMEN.

LONDON, June 1st.

A German submarine sank the British steamer *Dixiana* by shell fire off Ushant. The crew were rescued after being in hours in the boats.

The submarine carried sails to deceive shipping. The Danish steamer *Sabory* was torpedoed in the North Sea, the crew being saved.

The Portuguese steamer *Cyano* was torpedoed in the Channel. The crew were saved.

THE LOSS OF THE "MAJESTIC."

ALL OFFICERS SAVED.

LONDON, June 1st.

All the officers of the H.M.S. *Majestic*, torpedoed in the Dardanelles, were saved.

[FOREIGN OFFICE CABLE.]

SUBMARINE PIRACY.

LONDON, May 31st.

The Admiralty announces that during week ended 26th, 1,323 steamers arrived at and sailed from British ports. Of these one British steamer was sunk by a submarine.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIOLENT BATTLE AT SOUCHEZ.

PARIS, June 1st.

Today's communiqué says:—There were violent combats last night in the Nolette region, the French advancing in thickets, by hand-to-hand fighting.

A very violent battle is developing. The French have already made numbers of prisoners.

FURTHER SHARP FIGHTING AROUND ARRAS.

PARIS, June 2nd.

1.15 a.m.

The evening communiqué says:—There has been sharp fighting to the north of Arras. The French held captured trenches against violent counter-attacks, and stormed a sugar refinery at Souchez. German works in the Labyrinth and in a fortress south-east of Neuville continued to be carried singly.

THE BRITISH RESTING.

LONDON, June 2nd.

Reuter's correspondent at the British Headquarters says that everything has been quiet along the whole of the British front during the last few days, which have been devoted to strengthening our positions. The troops are in the best of health and spirits. Bright sunshine prevails now.

A UNIQUE EVENT AT THE FRONT.

TRICK-RIDING BY INDIAN CAVALRYMEN.

LONDON, June 1st.

Reuter's correspondent at Headquarters describes a unique event in Flanders, viz., a gymkhana by Indian troops some miles behind the firing line. French, British, and Algerians were among the spectators. The most interesting feature was the wonderful display of trick-riding by Indian cavalrymen. The fitness of the Indians and of their horses was amply demonstrated. All are most keen to come to grips with the enemy.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ATTEMPT TO RE-TAKE PRZEMYSL. ENEMY ENTER ONE OF THE FORTS.

PETROGRAD, June 2nd.

An official communiqué says:—The enemy, after several days' preparation, furiously attacked the forts to the west and the north-west of Przemyśl, and succeeded at eight o'clock on the morning of the 30th ult. in entering Fort No. 7, around which a desperate battle raged till two o'clock in the afternoon of the following day, when the enemy was repulsed with enormous loss. Of those who entered the fort 823 survivors were captured.

The result of the fighting at Stryj and beyond the Dniester, where the enemy is also strongly attacking, is undetermined. The Russians continue to be victorious on the River Swita, where they took 10,000 prisoners between the 28th and the 30th ult. The enemy on the left of the Vistula, at four o'clock in the morning, covered by huge curtains of smoke and poisonous gases, which were perceptible for 19 miles from our rear, strongly attacked our positions on the Bura and Rawka rivers, but were repulsed.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

MAGNIFICENT DASH OF ITALIANS. IMPORTANT HEIGHT OCCUPIED.

ROME, June 1st.

A communiqué says:—Our advance continues along the Tyrol front. We occupied an important height northward of Ala, commanding a new Austrian fortress at Rovereto. A victorious artillery engagement on the plateau proceeds, our infantry strongly establishing themselves.

The Austrians along the Caria front made five violent attacks on the Monte Croce Pass. Our Alpine troops then took the offensive and defeated the enemy. Our losses were slight.

Everywhere the Italians exhibited magnificent dash and confidence.

GENERAL.

[THROUGH REUTER'S AGENCY.]

AMERICA'S REPLY TO GERMANY. A STRONG ATTITUDE.

WASHINGTON, June 1st.

President Wilson will leave no doubt in his reply to the German Note that the United States will not only speak, but, if necessary, act in the Cause of Humanity. He will emphasize the peaceful equipment of the *Lusitania* and hold Germany to strict accountability for the violation of American rights on the high seas.

Count Bernstorff is to visit President Wilson to-morrow, but unless he answers President Wilson's demands the American programme will not be materially affected.

President Wilson will again insist on the disavowal of the sinking of the *Lusitania* and the discontinuance of the present submarine methods of warfare.

LATER.

After a discussion for two hours between President Wilson and his Cabinet, it was announced that a second Note to Germany on the subject of the sinking of the *Lusitania* is in course of preparation.

It is understood that President Wilson is impressed by the strength and unanimity of the Press comments. The Note will be very brief, and will ask Germany whether she intends to disregard the fundamentals of International Law.

THE VICTIMISED BRITISH OFFICERS IN GERMANY. SLIGHT AMELIORATION IN TREATMENT.

LONDON, June 1st.

The Press Bureau announces that Germany has now permitted the British officers who were placed in barrack detention in retaliation for the treatment of submarine prisoners in England to be together in the daytime.

FAMINE IN MEXICO.

WOMEN & CHILDREN TRAMPLED TO DEATH IN FOOD RIOTS.

WASHINGTON, June 2nd.

A Red Cross appeal for assistance in Mexico declares that a famine is sweeping the Republic, and the population of Mexico City are in danger of starving. There have been food-riots, and women and children were trampled to death in Acapulco as the result of a rush to participate in the distribution of food. It is believed that President Wilson is about to send to the non-Mexican factional leaders what is virtually an ultimatum.

ITALIAN RESERVISTS LEAVE LONDON.

LONDON, June 1st.

There was a scene of tremendous enthusiasm in London on the occasion of the departure of the first contingent of Italian Reservists.

PRIVATE O'LEARY, V.C.

LONDON, June 1st.

The parents of Private O'Leary, V.C., have received another letter from him reporting that he is well.

The report of his death recently published was due to a mistaken identity.

THE NEW BRITISH MINISTERS.

RELIEF FROM RE-ELECTION.

LONDON, June 1st.

A Government Bill suspends the Act necessitating the re-election of new Ministers.

INNOVATION IN PARLIAMENT.

LONDON, June 1st.

On the resumption of Parliament the Front Opposition Bench was assigned to Privy Counsellors, not to members of the Government.

THE BANK OF INDIA.

LONDON, June 1st.

Sir John Hewett has joined the Board of the Bank of India, replacing Mr. Bankier who has retired.

[Sir John Hewett has had a distinguished career in the Indian Civil Service, his last appointment being Lieut-Governor of the United Provinces of Agra and Oudh, 1907-12.]

HOME B KING.

LONDON, June 1st.

Bombardier Wells knocked out Sergeant Dick Smith in the ninth round.

AMERICAN CABLES.

[FROM THE MANILA "CARLEW NEWS-AMERICAN."] GERMANY AND RUMANIA.

WASHINGTON, May 26th.

The German Government is making every effort to influence Rumania to remain neutral, according to advice received here.

AUSTRIAN PLOT DISCOVERED.

WASHINGTON, May 26th.

A message received here from Ottawa says that a plot of a number of Austrians to dynamite a bridge while a troop train was passing over it has been discovered. Several arrests are reported to have been made.

FROHMAN TO BE BURIED IN AMERICA.

NEW YORK, May 25th.

The bodies of Charles Frohman, the theatrical man, and eight other Americans who lost their lives when the *Lusitania* was submerged, have been brought to this city. The victims will all be buried in the United States.

KING ALFONSO'S OFFER TO THE POPE.

BARCELONA, May 27th.

The King of Spain has offered His Holiness the Pope the Escorial Palace in case, as a result of the war, he may find it necessary to abandon the Vatican. The Pope has replied, thanking the sovereign for his offer and stating that he has no intention of abandoning the Eternal City.

AMERICAN POST OFFICE RECEIPTS. A BIG DEFICIT.

WASHINGTON, May 26th.

The annual report of Postmaster General Burleson which was made public today shows a deficit of P.13,000,000 as compared with the receipts of the previous year. In his report, the Postmaster General blames the war for the huge deficit.

MEXICANS FIRE ACROSS LINE.

WASHINGTON, May 26th.

According to reports received from Douglas, Arizona, one person has been wounded by bullets fired across the international line by Mexicans.

PACIFIC MAIL INTERESTS.

WASHINGTON, May 27th.

It has been learned from a trustworthy source that the severance of the steamship and railroad interests of the Southern Pacific Railroad Company is now being considered. The Pacific Mail Steamship Company is one of the subsidiary corporations of the Southern Pacific.

REBATE ON IMPORTS.

WASHINGTON, May 27th.

The Board of Customs Appeal has decided that a rebate in the tariff on imports carried in American registered ships is legal. The Board, however, holds that this reduction extends to all ships of the favoured nations.

This decision by the board comes as a great surprise, for it will reduce the import tariffs five per cent. and will mean the loss of millions of dollars a year in customs house receipts. The sum of P.30,000,000 which has already been collected is to be returned.

[“OSTASIATISCHER LLOYD.”]

SAYVILLE RADIO NOT RECEIVING.

SHANGHAI, May 26th.

Atmospheric interruptions which prevent the transmission of wireless dispatches between the Nauen and Sayville, Long Island, radio stations have caused the dearth of war news from German sources.

A CENTRAL IRON WORKS FOR CHINA.

It is reported that Mr. Liang Tung-yen, Minister of Communications, has submitted a memorial to the President, embodying a plan for the establishment of an ironworks. Minister Liang points out that within recent years the bulk of railway materials used in this country has been imported from abroad, and at the present moment when the construction of some of the principal railways such as Lung-Hai and Pukow-Hsingyangchow lines are in progress, the output of railway materials turned out by the Langshan Iron Works are inadequate to meet requirements. The Minister then proceeds to suggest that as this country has numerous iron mines and abundant pig iron, an iron-works under the name of the Central Iron Works should be established at Hankow to manufacture railway materials for the railways in this country. The suggestion has received the endorsement of the President, but it is believed that the amount of funds required for this undertaking is so great that it will be the Government's some time to raise adequate funds for the purpose, before such a gigantic enterprise can be launched.—Peking Gazette.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, June 1st.

JAPAN'S CLAIM FOR DAMAGES AT HANKOW. The native Press is indignant at the Japanese claim for \$450,000 for damage done to shops in Hankow during the recent disturbance and states that proper compensation ought not to exceed \$4,000.

"THE SHAMEFUL DAY."

A few mass meetings chiefly attended by students have been held to arouse patriotic feeling. About the only thing, however, that has been done is to term May 7th "the shameful day" and so weddings or celebrations of any kind are to be held on that date.

STORM DAMAGE.

Some 3,000 feet of embankment has been washed away in the Ching-Yuen district, and the inhabitants are in a sore plight. The Ho-Yuen district of Weichow also is feeling the effect of the heavy rains.

In Honan the streets have been flooded every day for a week, causing a stoppage of business for a few hours. There are numerous police reports of houses having collapsed.

SHAMEN AS A MODEL.

Tashatio will soon be the business part of Canton if the Government carry out the proposed scheme. A bund similar to the bund on Shamoen is to be built, and the island is to be laid out in streets and avenues, these being built with a view to running electric cars should the undertaking turn out a success. Plots of ground are now being sold as sites for business premises. A large plot of land is being reserved as a recreation ground and public garden. The sale of plots is expected to increase the Government's funds, and the laying out of the island will provide work for the numerous coolies who are returning from the plantations, etc.

PHILIPPINE TRADE IN 1914.

The total imports of the Philippine Islands were valued at G. \$48,558,553 being G. \$1,724,133 less than in 1913. While this reduction was distributed over all classes of goods, it fell chiefly on cotton cloths and the iron and steel trade. In the latter category, sugar, machinery accounts for more than half of the decline. The coal trade increased, but was less exclusively for export. Of imports of rice there was only a slight increase as compared with 1913. Imports of wheat flour continued to decline and the imports from America were less by 75,000 barrels. Imports of Australian wheat flour, on the other hand, were better maintained. Australian cattle were imported in large numbers.

The value of the exports amounted to G. \$49,989,034 an increase of only G. \$916,678 as compared with 1913. Owing to the effect of the war, exports of Manila hemp (which declined considerably in 1913) did not realize the expectations of recovery to which the increased trade in the first seven months of 1914 gave rise.

The sugar industry, after two years of unfavourable crop conditions, showed in the amount exported, viz., 232,761 tons, the results of increased acreage and improved methods. This is the highest figure reached during American occupation and approximates to the 257,000 ton maximum attained in the period of prosperity before the competition of beet sugar and the improved methods of production elsewhere, left Philippine sugar discredited and the industry decadent. There were now in operation fifteen recently installed mills capable of producing high-grade sugar. Unfavourable conditions in the copra industry grew worse rather than better during 1914, and although the quantity of copra exported (85,965 tons) was an increase of about 5,000 tons on the 1913 figures, it was about 35,000 tons less than the quantity exported in 1912. The reduced exports of copra in the past two years must, however, be considered in connexion with a new industry which has developed since 1912—namely, the production of coconut oil, in which some 20,000 tons of copra are consumed.

ONE OF THE "SIX HUNDRED."

The death has occurred at Reading, in his 85th year, of Major Edward Phillips, late of the 8th Hussars, who was one of the last two surviving officers of the Charge of the Six Hundred at Balaklava. Major Phillips, who obtained a commission in the 8th Hussars in 1851, served through the Crimean war. Kinglake, in his History of the War, referring to the famous charge, says: "Lieut. Phillips, who had just had his horse shot under him, and Pte. Brown, who had been disabled in both hands, were attacked by the Russians, and although Phillips was able to keep off the assaults with his revolver, both he and the soldier whom he was protecting must have been on the point of being either dispatched or taken, when, the colour being sounded, the Hussars rode off, and Phillips and the soldier he had guarded made good their way back to our lines." In 1857 he went with his regiment to India, and took part in the operations against the rebels in the mutiny, being mentioned in despatches. After retiring from the regular army in 1860 Major Phillips acted as adjutant to the Ayrshire Yeomanry Cavalry for a number of years. The remainder of his life was spent in Reading, where he took an active interest in many philanthropic enterprises.

SHIPPING

ARRIVALS.

ANYO MARU, Japanese str., 1,293, K. Yamamoto, 2nd June—Wakamatsu 24th May, Coal—Order.
 FUSHIMI MARU, Japanese str., 8,873, T. Iriawara, 2nd June—Shanghai 30th May, General—Nippon Yusen Kaisha.
 LORANG, British str., 379, D. W. Ritchie, 1st June—Hobart 21st May, General—Jardine, Matheson & Co.
 HAWARD, Norwegian str., 1,006, C. Beck, 1st June—Javn 26th March, Sugar and Wood—Thoresen & Co.
 UNKAI MARU, Japanese str., 985, J. Kama-saki, 1st June—Wakamatsu 25th May, Coal—Mitsui Bussan Kaisha.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
 JUNE 2ND.
 MIDDLEHAM CASTLE, British str., for New York.
 PAOTING, British str., for Newchwang.
 PHUENPHEN, British str., for Penang.

DEPARTURES.

JUNE 2ND.
 ATAGOSAN MARU, Jap. str., for Itzaki.
 CHERING, British str., for Singapore.
 CHINNUA, British str., for Hilo.
 DATO MARU, Jap. str., for Haiphong.
 HAKMARAN MARU, Jap. str., for Hongkong.
 HUIKOW, British str., for Canton.
 KWONGSANG, British str., for Shanghai.
 KANGSANG, British str., for Singapore.
 NICHIREN MARU, Jap. str., for Bangkok.
 TITAN, British str., for Seattle.
 TSINGTAU MARU, Jap. str., for Chingwan-tao.
 YINGCHOW, British str., from Canton.

VESSELS EXPECTED.

THE ENGLISH MAIL.
 The str. *Mulla* left Singapore for this port on the 30th instant at 9 a.m. with the outward English mails, and is due here on the 4th June, morning.

THE AMERICAN MAIL.
 The str. *China* sailed from Yokohama on Friday, the 29th May, for Hongkong, via Manila. The mails have been transferred to the Nippon Yusen Kaisha steamer *Rangoon Maru*, scheduled to arrive at Hongkong on 6th June.

AUSTRALIAN MAIL.
 The str. *Chungshia* left Sydney for Hongkong via Queensland and Philippine ports on 22nd instant, and may be expected to arrive on or about June 16th.

MERCHANT STEAMERS.
 The str. *Glentworth* from London is due here this evening.
 The P. & O. str. *Karnata* left Singapore for this port on the 30th May, a.m., and is due here on the 4th instant at about 5 p.m.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Lansing, from Calcutta, is due in Hongkong 6th June.
Suifang, from Calcutta, is due in Hongkong 8th June.

SHIRE LINE, LIMITED.
Rednorshire, from London, is due in Hongkong 12th June.
Merionethshire, from London, is due in Hongkong 12th July.

VESSELS ON THE BERTH.

For SEATTLE.

THE Steamship

"HUDSON MARU."
 Sails on or about 3rd June.
 For Freight, apply to
 JARDINE, MATHESON & Co., LTD., Agents.
 Hongkong, 28th May, 1915. [608]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNAH, PEBSAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL."
 Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 5th June, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s str. "Mondavia," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the str. "KARNER-I-HIND," due in London on the 18th July, 1915.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 21st May, 1915.

AMERICAN AND ORIENTAL LINE.
 FOR BOSTON & NEW YORK VIA SUEZ.

THE Steamship

"TUSCAN PRINCE."
 5,275 tons, will be despatched as above, on TUESDAY, 8th June.
 For Freight, etc., apply to
 THE BANK LINE, LTD., General Agents.
 Hongkong, 28th May, 1915. [678]

REGULAR STEAMSHIP SERVICE.
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL.
 S.S. "SAINT RONALD," about Early in July.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.
 Hongkong, 22nd May, 1915. [336]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring near Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 5th inst. at Noon.
LONDON & LIVERPOOL	NARVA	Brit. str.	—	A. B. Garwood, R.N.	P. & O. S. N. Co.	About 10th inst.
LONDON & LIVERPOOL	NETHERBY HALL	Brit. str.	—	—	THE BANK LINE, LIMITED	On 24th inst.
LONDON	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	End of June.
MARSEILLES VIA PORTS	FUSIMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Today, at Noon.
SEATTLE	CORDELLERS	Brit. str.	—	—	MESSAGERIES MARITIMES	On 12th inst. at 1 p.m.
VICTORIA/ASTORIA VIA SHANGHAI & JAPAN, B.O.	HUSON MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 3rd inst.
VICTORIA, B.C. & SEATTLE VIA KIELING, S.C.	AKI MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	On 11th inst. at 3 p.m.
BOSTON & NEW YORK VIA SUEZ	TESCAN PRINCE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst.
NEW YORK VIA SUEZ CANAL	SAINT RONALD	Jap. str.	—	—	THE BANK LINE, LIMITED	About Early in July.
SAN FRANCISCO VIA SHANGHAI & JAPAN, S.C.	CHICAGO MARU	Jap. str.	—	—	DODWELL & Co., Ltd.	On 8th inst. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, S.C.	CHINA	Am. str.	—	—	PAOTING MAIL S.S. Co.	On 15th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, S.C.	CHINA	Am. str.	—	—	PAOTING MAIL S.S. Co.	On 22nd inst. at 1 p.m.
DELAGO BAY, DUBAIB, EAST LONDON, S.C.	NIPPON MARU	Jap. str.	—	—	THE BANK LINE, LIMITED	On 13th July, at 10.30 a.m.
AUSTRALIAN PORTS VIA MANILA	KATHIWAR	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
AUSTRALIAN PORTS	TANGAI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at 4 p.m.
JAPAN	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 22nd inst. at 10 a.m.
KOBE & YOKOHAMA	SAINT RONALD	Jap. str.	—	—	JAYA-CHINA-JAPAN LINE	Quick despatch.
NAGASAKI, KOBE & YOKOHAMA	NIPPON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst. a.m.
WEIHAIWEI & TIENTSIN	CHICAGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th inst. at D'light.
NEWCHWANG	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at D'light.
SHANGHAI	CHICAGO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst. at D'light.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst. at D'light.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst. at 10 a.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at D'light.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	About 5th inst.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst. at D'light.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
SHANGHAI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 10 a.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst. at Noon.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 2.30 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst. at D'light.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at 2.30 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst. at 2.30 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst. at 3 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at 4 p.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst. at 11 a.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 5th inst. at 7 a.m.
SHANGHAI MOJI KOBE & YOKOHAMA	CHICAGO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Thursday, 3rd June, Noon.
HONGKONG & HAIPHONG	"LOKSANG"	Saturday, 5th June, 7 a.m.
MANILA	"LOONGSANG"	Saturday, 5th June, 3 p.m.
WEIHAIWEI & TIENTSIN	"CHEONGSHING"	Tuesday, 8th June, D'light.
SHANGHAI	"HANGSANG"	Tuesday, 8th June, D'light.
SHANGHAI MOJI KOBE	"LAISANG"	Thursday, 10th June, D'light.
MANILA	"YUENSANG"	Saturday, 12th June, 3 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMWANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Japan Sea) and Moji to Hongkong. Time coupled 30 days. This service is supplemented by the "YATSUNG," "KUNWANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time coupled 4 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yanteng, Choo, Tain, Dally, W'wei, N'kwang, Tientsin and Lohang.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.
 Hongkong, 3rd June, 1915.

BRITISH INDIA, S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGCOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
 JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

STEAMERS (DATE OF DEPARTURE)

LONDON "MONMOUTHSHIRE" ... End of June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.

Hongkong, 25th May, 1915.

AGENTS

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PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 6000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 15th June, at Noon.

MANCHURIA... TUESDAY, 22nd June, at 1 p.m.

MONGOLIA... TUESDAY, 29th July, at 1 p.m.

PERSIA (via Manila)... TUESDAY, 3rd Aug. at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cooking, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank, billiard, croquet, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

KING'S BUILDINGS.

TEL. NO. 141.

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"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST \$10.00

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SIXTY YEARS' ANGLICAN CHINESE CALENDAR, 1834 to 1923 2.00

RATES OF EXCHANGE AT HONGKONG, English Mail days 1874-1899, English Mail 1.00

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Called Out—The Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe 2.00

PLAN OF THE WEST RIVER OF VICTORIA 0.75

ROWLOON 0.75

PEAK 0.75

POWER OF ATTORNEY FORM 0.50

MAIL TABLES for 1914, on card 0.50

on paper 0.50

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DUNERA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside, if not already otherwise arranged.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board on the 3rd inst., at Noon, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., LTD., Agents.
 Hongkong, 1st June, 1915. [29]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MIDDLEHAM CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.

Hongkong, 28th May, 1915. [609]

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENJAMIN," FROM HULL, MIDDLESBROUGH, L

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA Capt. C. G. Smith, R.N.R.	Daylight 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon 5th June.	See Special Advertisement
SHANGHAI, MOJI, KOBE, KARMALA and YOKOHAMA	Capt. H. G. Evans, R.N.R.	About 8th June.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	About 10th June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 1st June, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 3rd June, 4 P.M.
NEWCHANG	"KANGRE"	On 4th June, 2 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 5th June, D'light.
SHANGHAI	"CHENAN"	On 6th June, D'light.
SWATOW, AMOY and SHANGHAI	"TAMSI"	On 6th June, D'light.
HAIPHONG	"KAIKONG"	On 7th June, 11 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck. S.S. "TAMING" and "TEAN."
ST. SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANGRE," "LIANGHONG," "LUCHOW" and "YINGCHOW." Having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule, service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct, every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 3rd June, 1915. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY, AND FOCHOW
AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 4th June, at 2.30 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 8th June, at 2.30 P.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 11th June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd June, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5,257 tons, Captain Butler, will be despatched for SHANGHAI, YOKOHAMA, KOBE and MOJI on 2nd June.

WESTWARD

S.S. "DUNRA," 5,393 tons, Capt. Munro, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 5th June.

S.S. "JAPAN," 6,013 tons, Capt. C. P. Seiden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 2nd June, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June.	On 22nd June, 10 A.M.
EMPIRE		On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 29th June.
* NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.
"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60.	" " "	£96.10.
" " " SAN FRANCISCO	£45.	" " "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, CHING AGENT,
King's Building.

TELEPHONE 29.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	On 14th June.
(Without Transshipment)		
HO MEWARD		
MARSEILLES VIA SAIGON and PORTS	CORDILLERE	On 12th June, 1 P.M.
(Without Transshipment)		

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE,
YOKKACHI AND YOKOHAMA.

Steamer
"CHICAGO MARU" ... K. Hori ... FRIDAY, 11th June, at 3 P.M.
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.		
"KALIO MARU"	Y. Yamamoto	SUNDAY, 6th June, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY, 13th June, at Noon.
FOR ANPING AND TAKAO VIA SWATOW AND AMOY.		
"SOSUO MARU"	A. Kobayashi	WEDNESDAY, 9th June, at 10 A.M.
FOR HAIPHONG (DIRECT).		
"DAIGI MARU"	T. Konishi	THURSDAY, 10th June, at 10 A.M.
"KIO MARU"	IMAIZUMI	SUNDAY, 6th June, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Sze Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building,

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
pm.		about	about			
May 24	ORIENTAL	June 1	June 5	MOEDAVIA	July 4	July 11
June 7	MALTA	June 14	June 18	EGYPT	July 18	July 25
June 21	SAEDINIA	June 28	July 2	MEDINA	Aug. 1	Aug. 8
	NUBIA	July 12	July 16	MONGOLIA	Aug. 15	Aug. 22
July 19	ORIENTAL	July 27	July 31	MALWA	Aug. 28	Sept. 4
Aug. 16	MALTA	Aug. 9	Aug. 13	PERSEA	Sept. 11	Sept. 18
	SAEDINIA	Aug. 23	Aug. 27	MOBEA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 10	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Accommodation	Single	Return
LONDON	£70.	£48.	£24.			£105.
MARSEILLES	£66.	£46.	£24.			£99.
1st Saloon	£66.	£46.	£24.			£99.
2nd Saloon	£46.	£24.				£69.
3rd Saloon	£24.					£39.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave Y.H.M.S.	Leave SHANGHAI	Leave H'KONG	Leave STORM	Due at M'selles if calling	Due at LONDON
NAGOYA	about	about	about	about	about	about
KARMALA	June 21	July 1	June 10	June 16	July 14	July 24
KARHAR	July 19	July 29	July 7	July 13	Aug. 12	Aug. 20
NOYARA	Aug. 16	Aug. 26	Aug. 4	Aug. 10	Sept. 10	Sept. 19
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Oct. 17	Oct. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Nov. 17	Nov. 26
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON.

1st Saloon £34 Single: £81 Return, 2nd Saloon £28 Single: £57 Return.

FARES TO MARSEILLES.

1st Saloon £30 Single, 2nd Saloon £20 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUZ and PORT SAID	FUSHIMI MARU Capt. Arizawa	25,000	THURSDAY, 3rd June, at Noon.
	HIRANO MARU Capt. H. Fraser	16,000	THURSDAY, 17th June, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	AKI MARU Capt. Noma	12,500	TUESDAY, 15th June, at 4 P.M.
	TAMBA MARU Capt. Sagasago	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. K. Sogata	11,500	TUESDAY, 16th June, at 4 P.M.
	NIKKO MARU Capt. Takeda	9,600	FRIDAY, 16th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	TOSA MARU Capt. Takeda	12,000	MONDAY, 12th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. H. Nomura	8,000	SATURDAY, 12th June.
KOBE and YOKOHAMA	HAKATA MARU Capt. Kawasaki	12,500	THURSDAY, 8th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Ohta	8,000	TUESDAY, 20th June.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	2,600	SUNDAY, 13th June, A.M.
SHANGHAI, KOBE and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	SUNDAY, 6th June, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
FUSHIMI MARU	25,000 Tons	Thurs., 3rd June.
HIRANO	16,000 "	Thurs., 17th June.
KATO	20,000 "	Thurs., 17th July.
KAMO	16,000 "	Thurs., 16th July.
KAHIMA	20,000 "	Thurs., 29th July.

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AKI MARU	12,500 Tons	Tues., 15th June.
TAMBA	12,500 "	Tues., 29th June.
YOKOHAMA	12,500 "	Thurs., 8th July.
SAD	12,500 "	Tues., 27th July.
AWA	12,500 "	Tues., 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941

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